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號二月六年九零百九千一英

HONGKONG, WEDNESDAY, JUNE 2, 1909.

日五十月四年元統宣

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House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
Hong Kong, May 1, 1907.

A JAPANESE SUICIDE.

An inquiry was held at the Magistrate's today, before Mr. J. H. Kemp, and a jury consisting of Messrs. F. O. H. Kellinghusen, J. C. V. Ribeiro, and J. O. V. Ribeiro, into the circumstances attending the death of Saki Seichichi, a Japanese, whose body was found floating in the harbour on May 19th near the Naval coal sheds at Kowloon. Dr. Pearce said the body was that of a young man about 25 years of age. From a post mortem examination he was able to state that there must have been a considerable struggle for breath. There was a wound in the front of the neck and this was in the nature of a stab. The wound was just below the larynx and just over the windpipe. It was one and a half inches in length and sloped slightly upwards towards the left. From the very congested state of the internal organs and the evidences of a strong struggle before death he considered the cause of death was drowning and not the loss of blood from the stab in the neck. The wound was consistent with a self-inflicted injury.

Harish Jeeben, engineer, gave evidence to discovering a suit of clothes, a pair of boots, and a cap near the new Recreation Ground at Yau Ma Tei. Near the water's edge, on a stone wall, there were evidences of blood. Among the papers found on deceased were none bearing on the case. One of them, however, was a love letter. A fellow-employee of deceased said he left for Canton about five days before his death. He had no troubles in Hongkong that witness was aware of, but he had business worries.

A Japanese clerk in the N. Y. K. said he knew deceased in Japan, and later in Hongkong. He had often told witness he had trouble in Japan, saying he had lost all his money in trade. Five days before his death he told witness he was going to Canton to look for work.

The Coroner said deceased appeared to have cut his throat and then jumped into the water. The circumstances pointed to suicide, as he had some trouble with a wife and sweetheart who were apparently in need of money.

A verdict of "Suicide" was returned.

SPORTING.

Rifle Shooting.

No. 1 Coy. H.K.V.A., had their fifth Company shoot last Sunday at King's Park. The best net scores were:—

Sgt. Major Meek	76
Budr Smith	76
Sgt. Smith	69
Cpl. Loureiro	61

Spoon winners, Meek and Smith.

English Cricket.

The match between Kent and Northamptonshire, played at Northampton on May 24, 25, 26, resulted in a victory for Kent by an innings and 100 runs. The matches between Middlesex and Sussex at Lord's, Oxford University and the Australians at Oxford, Gloucestershire and Warwickshire at Bristol, Yorkshire and Somerset at Bradford, Surrey and Essex at the Oval, and Leicestershire and Lancashire at Leicester, were abandoned.

The Hongkong wicketeers left Shanghai by Chingta for Kobe on May 27. They had a hearty send-off.

AMOI NOTES.

(From Our Own Correspondent.)
June 1st.

The Customs Revenue cruiser Ping-ching arrived this morning from Shanghai and will make a tour of the local light-houses in a few days. The Hong Bee left for Swatow and the Straits with nearly 1300 passengers yesterday afternoon.

EMPIRE DAY CELEBRATIONS.
The reception arranged at the British Consulate for Empire Day, which was postponed on account of the inclemency of the weather, was held on Saturday evening at 8.30 p.m. The fine grounds of the Consulate were very prettily lighted up with Japanese lanterns, and the effect was charming. The fireworks were displayed on the lawn, and were much appreciated by the large number of guests present. Supper was held at the consulate, and this was Empire Day celebrated in Amoy, in a quiet but none the less splendid manner.

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DETAILED MAP OF THE PEAK.

Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1909.

Small Scale Map of Island, Channels and Kowloon Point, including Docks, Railway, Green Island Cement Works, etc.
Copyright by E. A. MASSEY.
The above is cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire: Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARNES & CO. and THOS. COOK & SON, Hongkong, May 20, 1909.

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Fare, 1st-Class, \$2.50 single passage.
Meals, \$1.00 each.
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Hongkong, April 14, 1909.

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Hongkong, February 8, 1908.

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Hongkong, October 3, 1908.

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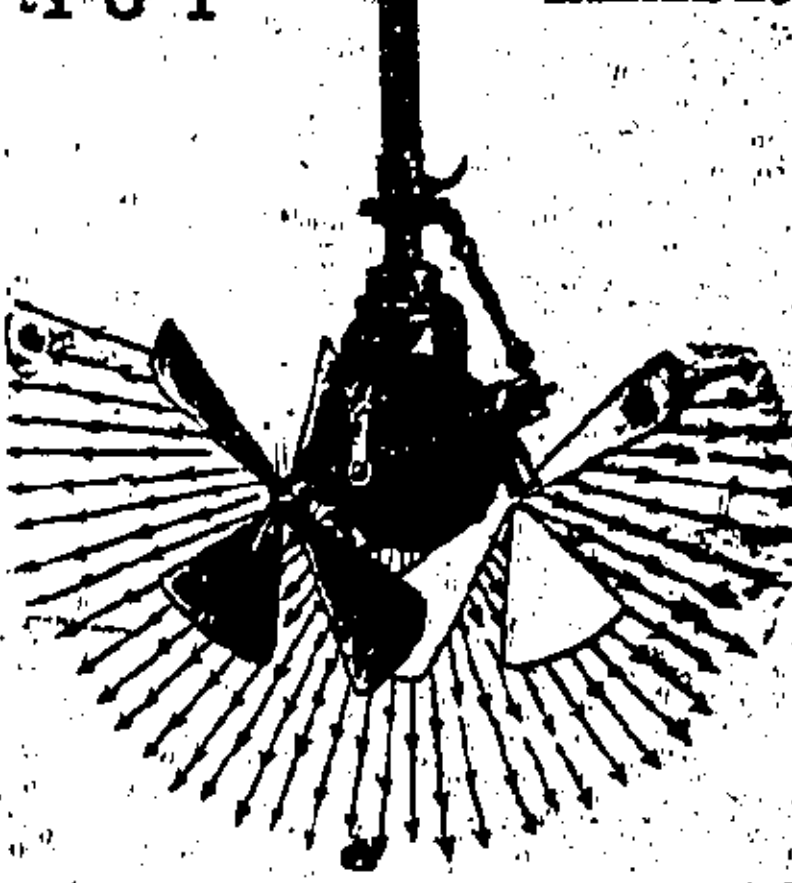
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Hongkong, May 28, 1909. 707

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Hongkong, March 8, 1909. 328

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Hongkong, January 26, 1909. 111

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CHINA MAIL LIMITED.

MEMOS FOR TO-MORROW.

Miscellaneous

Goods per Kwachai Maru not cleared on this date subject to rent.

General Memoranda.

FRIDAY, June 4:—

9 p.m.—Performance of Ching Ling Foo at Theatre Royal, City Hall.

Goods per Prince Waldemar undelivered after this date subject to rent.

SATURDAY, June 5:—

11 a.m.—Auction of Household Furniture at No. 2, Pedder Street.

2.30 p.m.—Auction of High-class Irish Household Linen, &c., at Mr. Geo. P. Lammer's Sales Rooms.

9.15 p.m.—Open Air Concert at the Craigengower Cricket Club's Ground.

TUESDAY, June 8:—

Goods per Mongolia undelivered at Noon on this date subject to rent.

The China Mail

HONGKONG, WEDNESDAY, JUNE 2, 1909.

WELSH CHURCH DIS-

ESTABLISHMENT.

A correspondent who was present in the House of Commons on the evening when Mr. Asquith introduced, for the third time, his Welsh Church Disestablishment Bill, says that he was greatly struck by the air of unreality which pervaded the ceremony. The Premier addressed the House in a dull, constrained way and had frequently to be coached by Sir SAMUEL EVANS, the Solicitor-General, who sat at his elbow. It was perfectly evident from the unenthusiastic manner in which Mr. Asquith spoke that he was merely throwing a sop to his Welsh supporters, who have been worrying him greatly of late. The proposals contained in the bill can be summarized as given below:—

Disestablishment to take effect from January 1, 1911.

No Bishop in the four dioceses affected to continue to have a seat in the House of Lords; the number of spiritual peers thus being reduced from 26 to 22.

From the date named ecclesiastical law in Wales to cease to exist as law; the articles, rules, and ordinances of the Church of England to operate in Wales, by agreement and subject to the representations of any authorized body of the Church.

Full power to be given under the Bill to hold synods and conventions and to form a Church Representative Body for the purpose of dealing with the property of the Church when disestablished.

With respect to disendowment, three bodies to operate for the purposes of administration:—

(a) A temporary body, consisting of the Welsh Bishops, whose functions shall end in 1915, to be called the Welsh Commission.

(b) A Council of Wales, to be appointed by county and other councils.

(c) The Church Representative Body above named.

All property which can be described as Welsh Church property to be vested in the first instance in the Welsh Commission.

The Commissioners to transfer to the Church Representative Body all cathedral, chapel houses, churches, chapels-of-ease, and other Church buildings, ecclesiastical residences, and enclosed lands connected with buildings and all benefactions which date from 1602.

The Commissioners to transfer the glebe and the burial grounds in use to the present incumbents, and these to be afterwards vested in the local bodies.

The Commissioners to transfer to the county councils the Welsh tithes rent-charge, subject to the payment of the stipends of the existing incumbents and the tithes rent-charge issuing from land

outside Wales, the latter to such county councils as the Commissioners decide.

All other property vested in the Commissioners to be transferred to the Council in Wales, subject to existing public and private rights.

The parochial property to be applied according to schemes by the county councils for the erection or support of cottage hospitals, provision of trained nurses, public halls, institutes, technical and higher education, etc.

Mr. Asquith's reasons for submitting the present bill may be briefly stated. He urged that the Church in Wales was in no sense an offshoot or a missionary development of the Church of England. When the Principality was, for political purposes, incorporated in or annexed to the kingdom of England, contemporaneously or consequently, the Church of Wales was incorporated in or annexed to the Church of England. The English Government succeeded in doing with the Church in Wales what it had never succeeded in doing with the Welsh people—it denationalised it. For centuries the Church was used by English rulers for political purposes and as the organ and instrument of the English Government. Welsh Nonconformity was the result of a revolt against this state of things. Starting from the voluntary principle with a new form of teaching and organisation, it captured everything that was best and most progressive in the religious life of Wales. True Mr. Asquith acknowledged that a new and beneficent chapter opened in the last seventy years in the life of the Welsh Church, but he urged that it had learned its lesson too late. The present position was that the Nonconformist community of Wales provided accommodation in the ratio of three to one, for those who frequented their chapels, as against the accommodation provided in the Church. The amount contributed by the Nonconformists in 1904-5 was £318,700, as against £296,400, contributed by the Church community. The Nonconformist Sunday school attendance was 592,000, whilst that of the Church schools was 178,688.

The figures quoted by Mr. Asquith, however, are much out of date. The Church in Wales, unlike the Nonconformist bodies, has shown a remarkably steady increase during the past few years, as the following figures which deal with communicants, not irresponsible Sunday school scholars, prove:—

Total School Members, including

Communicants, 1900.....134,414

1905.....135,384

1907.....138,782

These are Church figures, but even they Nonconformist Year Book, whose returns were submitted to the Welsh Church Royal Commission,—which, by the way, has not yet sent in its report,—prove that even allowing for the sudden increase in many chapel rolls due to the famous Revival in 1905, the Welsh Church stood out well ahead in the matter of communicants. The figures are as follows:—

Church communicants in Wales.....123,061

Calvinistic Methodist.....170,817

Congregational.....175,313

Baptist.....143,813

Wesleyan.....40,811

It is clear that, on account of the decrease in Nonconformist members in 1906 and 1907 due to the inevitable reaction following an hysterical Revival, on the one hand, and the continued progress of the Church during these years on the other hand, that the Church in Wales is further ahead of any single Nonconformist denomination now than it was at the height of the Revival in 1905. The confirmation statistics given in the Year Books also show the continued progress of the Church in Wales. The figures of the four Welsh dioceses are as follows:—

Period. Persons Confirmed.

1878-1887.....72,081

1888-1897.....101,605

1898-1907.....132,129

The number of those confirmed during the ten years, 1898-1907, in the Church in Wales is more by 84.6 per cent. than the number of those confirmed during the ten years, 1878-1887.

Mr. Asquith is also sadly out in his financial statement by something like half a million pounds, while he says nothing of the vast sums that Welsh Churchmen have spent during the past decade in restoring the Cathedral, parish churches, and other ecclesiastical

buildings of the Principality. Things are therefore widely different from what they were fourteen years ago when he first proposed Welsh Disestablishment in the House of Commons. Contrary to usual precedent at a first reading of a bill, several speeches were made on the present occasion, the most important coming from Mr. A. J. Balguy. "The Government," said he, scornfully, "have diverted their energies from attempting social reform to the more congenial task of destroying one of the ancient institutions of the country." He halted for an instant and then added, "I think they do it better. It is your ancient constitutional role, but you might do it with more decorum." It was admitted by the Prime Minister, said Mr. Balguy, that the Church in Wales had risen to the height of its great responsibilities. Was the doctrine now brought forward that the Church was to be improved by being deprived of its property? "Is it not a monstrous and extravagant doctrine," he exclaimed, "that religion is to be more efficient by making its ministers poorer? That is a doctrine sometimes wrapped up in rhetorical phrases, but which sometimes appears in all its naked absurdity. It is a doctrine carefully kept for the Established Church, and is never applied to Nonconformist denominations." Speaking generally we gather that the opinion of English politicians is that the Bill is not expected to pass into law, and this feeling is shared by the Government. Mr. Asquith, with an eye to the general election, which cannot possibly be put off for more than another year, and fearing a Welsh revolt, has, however, introduced the measure in the hope of binding their allegiance. But neither he nor his party imagine that he is doing more than ploughing the sands.

NEWS OF THE DAY.

Three more cases of plague have been notified.

To-morrow is the forty-fourth anniversary of the birthday of H. R. H. the Prince of Wales.

Since the suppression of betting in New York it is estimated that bets amounting to \$20,000 daily are made by cable messages upon races in England.

Dr. Amos P. Wilder, the newly appointed American Consul-General at Shanghai, was due to arrive at his new post yesterday, his trip home being cut short in Japan.

The Hongkong and Shanghai Bank will shortly open a branch office in the handsome triangular building which has just been erected at the corner of Broadway and Seward Road, Shanghai.

Lance Sergeant George Jackson prosecuted the master of a licensed trading junk, before Commander Basil Taylor, R.N., at the Marine Court, yesterday, for failing to exhibit the regulation lights on his junk, and a fine of \$10 was imposed.

The Naval Court Martial sitting on H. M. S. Kent, for the trial of those responsible for the mishap to the destroyer Fame when she bumped the rocks in the Hiram Channel, has concluded. Lieutenant Commander Thomas was "reprimanded."

Vice-Admiral Sir Hedworth Lamont with H.M.S. King Alfred, Bedford, Monmouth and Kent, armed cruisers; H.M.S. Olin, a slop; and four torpedo-boat destroyers arrived at Weihaiwei on May 28. H.M.S. Ashraf, 2nd class cruiser, and the dispatch vessel Alacrity were due next day.

An amusing incident was witnessed in Des Voeux Road last evening. A European was being drawn along in a rickshaw when, owing to a sudden stoppage, the vehicle tilted backwards and remained with shafts pointing in the air. The occupant was unable to extricate himself, but a gang of coolies and an Indian constable soon came to the rescue and lifted him out. It was fortunate that no injuries were sustained.

The annual service for members of the Order of St. Michael and St. George was held on April 23rd (St. George's Day) in the Chapel of the Order in St. Paul's Cathedral. The Prince of Wales, Grand Master of the Order, was present, and Bishop Montgomery, Primate of the Order, officiated. Amongst others, Sir Robert Hart, Sir William De Vaux, Sir Thomas Sutherland, Sir Alfred Dent, Lieut. General Sir J. E. Edwards, Sir Frank Swettenham, Admiral Sir R. Harris, Admiral of the Fleet Sir G. Noel, Sir J. Denison-Pender, Sir Patrick Manson, Sir William Treacher, Sir John Rogers, Sir Walter Egerton, and Rear Admiral Sir C. L. Ostry, were present.

A REMEDY THAT NEVER FAILS.

No matter how severe an attack of diarrhoea may be, Chamberlain's Colic, Cholera, and Diarrhoea Remedy never fails to give relief. You cannot afford to be without it. For sale by all chemists and druggists.

NEWS OF THE DAY.

The Siberian Mail was delivered in London on the 1st inst.

Mr. Andrew Carnegie has given \$200,000 to the French Harbours Fund.

A crisis is arising in the British coal trade as a consequence of the new Eight Hours Act. Two hundred and thirty thousand men are affected.

The Cunard liner Mauretania has established a new record for the transatlantic passage, covering the distance in four days and seventeen hours.

The Shanghai Race Club wired "Heartiest Congratulations" to King Edward on winning the Derby, and received the King's thanks by cable last Friday.

The death is announced of the Right Hon. Sir John C. Ready Colclough, K.C.M.G., late of the Royal Marine Artillery, and for many years Conservative M.P. for Bow and Bromley, and later Great Yarmouth, aged 71.

"Non Dormitus" writes to us complaining of an automobile which traverses Wyndham Street in the small hours of the morning and creates much disturbance with its horn-blowing, etc. We advise our correspondent to communicate with the police on the subject.

We understand, says the Shanghai Mercury, that as a result of negotiations between the Spanish authorities and the Municipal Council no case as was anticipated, and was even intimated to the Council, will ensue in the Court of Consuls over the Alhambra contretemps. At present a settlement seems to have been arrived at, and it may be that nothing further will transpire in regard to the affair unless circumstances alter considerably. Since these words were written gambling on a larger scale than ever has recommenced at the Alhambra, much to Shanghai's disgust.

COMPANY MEETING.

Star Ferry Co., Ltd.

The eleventh ordinary general meeting of shareholders of the Star Ferry Co., Ltd., was held at Sir Paul Chater's office, Victoria Buildings, to-day. Sir Paul Chater presided and there were present the Hon. Mr. W. J. Gresson, Mr. E. Shellim, Messrs T. F. Hough, Ho Fook, Wong Kam Fook, W. H. Potts, J. W. Bandow, H. A. Siebs, and the Hon. Mr. E. Osborne, secretary.

The secretary read the notice convening the meeting.

The Chairman said:—With your permission I propose as usual to take the report and accounts as read. As fore- shadowed in my remarks to you at our last annual meeting, the year's working shows an improvement on its predecessor and the reconstruction of the last of the Kowloon wharves which were destroyed in 1906, being nearly completed, we may, I think, look forward to further improvement during the year just commenced. The loss on subsidiary coins amounting to \$9,246 was principally on copper cents, the depreciation of which is at present 18 per cent. In the typhoon of July last, we were not quite so fortunate as in previous years in regard to the boats, one of them, the Morning Star, having been blown from Stonecutters on to the rocks at Lai chi kok. The cost of repairs, which has appeared in previous accounts under the heading "Hongkong Hotel do-boutures" has been liquidated and will, together with the \$102,000 owing by the Wharf Co., be re-invested on mortgage as a favourable opportunity occurs. I shall be pleased to answer any questions you may desire to put.

There being no questions the Chairman moved the adoption of the report and accounts. Mr. Hough seconded and this was carried.

On the motion of Mr. Bandow seconded by Mr. Siebs the Hon. Mr. W. J. Gresson was elected a director of the company.

The election of the Hon. Mr. W. J. Gresson and Mr. Shellim as directors was confirmed on the motion of Mr. Ho Fook seconded by Mr. Wong Kam Fook.

Mr. Siebs proposed, and Mr. Hough seconded and it was agreed to that Mr. W. H. Potts be re-appointed auditor.

The Chairman:—That is all the business gentlemen. I beg to inform you that dividend warrants are ready and may be had on application.

THE NAVAL SCORE.

GERMANY ONLY ORDERS ELEVEN DREADNOUGHTS.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 5 of 1894.)

LONDON, June 1.

The Civil Lord of the Admiralty, Mr. George Lambert, speaking at Bishops Nympston, said it was now ascertained that it was impossible for Germany to have seventeen Dreadnoughts ready by July, 1911. Only eleven were yet ordered.

AUSTRALIAN POLITICAL SITUATION.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 5 of 1894.)

LONDON, June 2.

A Melbourne message states that the Governor-General has refused to order a Dissolution in consequence of the defeat of the Labour Ministry.

The Cabinet has resigned, and the Hon. Mr. Deakin is forming a Ministry.

GENERAL SIR IAN HAMILTON.

PROMOTED TO ADJUTANT-GENERAL.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 5 of 1894.)

LONDON, June 2.

General Sir Ian Hamilton, K.C.B., D.S.O., G.O. Commander-in-Chief of the Southern Command, has been gazetted Adjutant-General of the forces.

[Note.—General Sir Ian Hamilton, Monmouth Hamilton is 56 years of age, having been born at Corfu on Jan. 15th, 1853. He is the eldest son of Col. C. M. Hamilton, his mother being third daughter of Viscount Gort. General Hamilton entered the Army in 1873, and has seen a very great deal of service, having taken part in the Afghan War, the Boer War of 1881, the Nile Expedition, the Boer Expedition, the Chitral Relief Expedition, and the last Boer War. He has received numerous well-deserved decorations for his services in these campaigns. For the part he took in the last Boer War he was promoted to Major-General and then to Lieutenant-General. He was Chief of Staff to Lord Kitchener in 1901 and 1902, and from that time until the end of the Boer War he commanded the noble columns in western Transvaal. General Hamilton served as Military Representative of India with the Japanese Field Army in Manchuria in 1904-5.]

TURKISH AGGRESSION.

REPORTED OCCUPATION OF PERSIAN TERRITORY.

(Reuter's Service to the China Mail. Copyright protected under Ordinance 5 of 1894.)

LONDON, June 2.

The Times' Tehran correspondent states that it is reported that Turkish Regulars have occupied Persian territory at Sujbulak, near the frontier.

Reuter's Tabriz correspondent says that a large force of Turks is about to occupy Khoi, Salmas, and Urmia, three important Persian towns on the frontier.

CHINESE IMPORT DUTIES.

(Wah Te Yai Po's Service.)

PEKING, June 1.

The increased import duties are objected to by Great Britain, but favoured by America.

COLIC AND DIARRHOEA CURED.

AFTER an hour's suffering from cramp—colic or diarrhoea, the best remedy obtainable can not give relief too quickly. Chamberlain's Colic, Cholera and Diarrhoea Remedy is the best medicine in use for these ills. It always gives prompt relief even in the most severe and dangerous cases, and you can not afford to allow your home to be without the very best. For sale by all chemists and druggists.

Famed for over

50 years.

CAMPUS

WHISKY

An Ideal Beverage.

Soft and delicate.

Highly approved by the Medical Profession.

THE DISTILLERS' CO. LTD.

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H. PRICE & CO. 112 QUEEN'S ROAD.

PATELL & CO.,

SHAMEEN, CANTON.

NOW OFFERING

STORES, WINES, SMOKE

OF KNOWN BRANDS

AT MODERATE PRICES.

This well reputed Store facilitates the demands for

English, American & German

NEW VICE-ROY.

(Wah Tin Yat Po's Service.)

Peking, June 1.
It is intended to appoint a high officer to administer the new form of government in Kansu Province. The present Viceroy, H.E. Sing Yun, will be ordered to retire.

CHINESE RELIGIOUS CENSUS.

(Wah Tin Yat Po's Service.)

Peking, June 1.
An order has been circulated to the various Provincial Governments requesting that a register of the population be taken and that the religious persuasions of the people be faithfully recorded therein.

SHANGHAI TAOTAI RECALLED.

(Wah Tin Yat Po's Service.)

Peking, June 1.
Owing to a report emanating from the Governor of Kiangsi, Tsai Nai Wang, the Shanghai Taotai, is to be recalled to Peking, where he will be given another post.

THE TIENSIN DEBTS.

(Wah Tin Yat Po's Service.)

Peking, June 1.
Certain Foreign Ministers still insist that the Chinese Government should be held responsible for the debts owed to foreign by Chinese in Tientsin.

GOVERNMENT HOUSE.

The following gentlemen have been invited to dinner at Government House to-night: Mr. Chan Kang-yue, Mr. Siu Yuen-fai, Mr. Ho Tai-shang, Mr. Ho Ngok-lau, Mr. Kwok Siu-lau, Mr. Uen Lai-chun, Mr. S. W. Tso, Mr. Mok Tso-chuen, Mr. Lau Lim-yong, Mr. Wan Cho-wei, Mr. Wong Cho-ying, Mr. Wong Yiu-tung, Mr. Kwok Yik-ting, Mr. Fletcher, Mr. Irving, Mr. Hutchinson, Mr. Orme, Mr. Kemp, Mr. Wodehouse and the Hon. Mr. Brewin.

CORRESPONDENCE.

THE PUBLIC GARDENS.

(To the Editor of the CHINA MAIL.)

Sir—My critic, who sent his identity under the pen-name of "Gardener," and who seems to have been moved to tears by my touching letter, I, I fear, better entitled to call himself "Compendious" or "Fragrant." Does he offer to compensate the public with a certain amount of labour and care that Mr. Dunn declares cannot be moved without destruction? I very badly expressed myself, if because I urged the retention of a valuable and scientific collection of plants and a playground for children; and, oh "Gardener," how many children would go by train for their morning or afternoon walk from the Robinson or Conduit Road levels? because I asked for the preservation of one of the loveliest and most secluded spots in the island, which would be a playground for children; and, oh "Gardener," how many children would go by train for their morning or afternoon walk from the Robinson or Conduit Road levels? because I asked for the preservation of one of the loveliest and most secluded spots in the island, which would be a playground for children; and, oh "Gardener," how many children would go by train for their morning or afternoon walk from the Robinson or Conduit Road levels?

Why were the first two proposals impracticable? I was told by one of the promoters of the scheme, with whom I have often discussed the matter, it was because of the expense. The very public-spirited gentlemen who are promoting this enterprise would get smaller dividends!

Yes, I confess, "Gardener," the children, the Chinese, the students of botany, the lovers of beauty, the would-be guardians of a future unspoiled Hongkong, the mere man in the street, the tourist, must go to the wall. Your shareholders must certainly ought not to be asked to take a minor profit on this cold hard cash these poor devils. Why should they? when you are developing Hongkong for us. If we don't want to be developed along just these lines, then all the worse for us.

You tell us the expense of living on the higher levels will be decreased by the building of a new tram line. Splendid. I have often noticed that the cheapest place in Hongkong to live is the Peak. Prices are only at least double what they were before the first tram was built. Now last "Gardener," think I am the man who is doubling the cost of bread. I haven't to assure him I don't mean any such thing, but what I do mean him to infer is, that taking away any part of the Public Gardens will not make living less on Conduit Road.

It is hardly necessary to say that "Gardener's" comparison of this enterprise to the Canadian Pacific Railway is in no sense a just one. That line was through primeval forests, where trees were sacrificed where there were thousands more of the same kind to take their place;—this line—but if "Gardener" is a prudent he may know that this small collection of palms means. Now let us be honest. Are not the only reasons for taking this proposed line through the Gardens commercial ones? Even the promoters felt there was a field for choice, as to which route would bring in a larger profit on the invested money. There were no serious engineering difficulties in the way of other tracks. This route is cheaper (for them, not for us) and the children can't complain and the Chinese are not given to rubbing into pink, and the only man who really knows what harm would be done is not listened to.

If one grows shrill against it, is it a wonder? It is not that one is against a new tram line—rather, "Gardener," it is against the spoliation of one of the prettiest parts of one of the prettiest gardens in this wide world to obtain it. It is not that we love trees less but gardens—in this spot—more. Yours, etc.

HAROLD OSGOOD TAYLOR.

CRIMINAL CONVERSATION.

NO COMMUNICATION FROM DEFENDANT FOR MONTHS.

Startling Developments.

The case in which Thomas Alexander Mitchell, a bankrupt, sued John Lamm, to recover \$15,000 as damages by reason of the defendant, having, on October 13 and 14, 1904, and divers other dates wrongfully, wickedly and unjustly debauched and carnally known Henrietta Maud Mitchell, she then being the wife of the plaintiff and bearing his name; also for \$14,012.84 as special damages for costs and expenses incurred by the plaintiff of, and incidental to, the divorce proceedings instituted by him in the First Division of the Court of Session, Edinburgh, Scotland, against Henrietta Maud Mitchell, in consequence of the defendant's misconduct, and in which divorce proceedings, improper conduct of the defendant with the said Henrietta Maud Mitchell was alleged and proved to the satisfaction of the Court, came again before the Chief Justice, Sir Francis Pigott at the Supreme Court, this morning.

Hon. Sir Henry Berkeley, K.C., instructed by Mr. D. V. Stevenson, appeared for the prosecution and Mr. M. W. Slade, instructed by Mr. Scott-Harizon defended.

Mr. Slade said that supposing the action had gone for trial and a verdict had been given, whether for or against the defendant, the result would have been exactly the same; the point would have been taken in spite of the verdict of the jury and if it had been against the defendant, judgment would have been entered for him. He said cases made bad law. In the course of his argument Mr. Slade said: when an act was passed to be aimed at a particular individual then the proper steps should be taken, therefore nothing should be left to the slightest ambiguity on the face of the ordinance. If that had been the intention, and had been believed to be the intention of the legislators by the authorities at home, it would never have been allowed to be passed. In such a case defendant ought to have been approached and given an opportunity to rebut it.

His Lordship said:—Not necessarily. There may have been others.

His Lordship said that he thought he would be able to give formal judgment on Friday morning.

Mr. Slade:—Are we to be prepared to go on with the case?

His Lordship:—Yes. I cannot meet your arguments without going fully into it. I am against you.

Mr. Slade:—The effect of the ordinance was to move on Friday for a postponement of the defendant was absent from the Colony. He was still carrying on business here but his attorney had been unable to communicate with him for several months and the only conclusion they could come to was that he was either dead or seriously ill and unable to attend to their messages.

Sir Henry Berkeley:—We shall have to oppose that for various reasons.

Mr. Slade:—You want to treat him harshly.

Sir Henry Berkeley:—He has divorced his client's wife.

Mr. Slade:—Then you think you can threaten him as harshly as possible.

Sir Henry Berkeley:—We have lost witnesses already and possibly we may lose more. By special arrangement plaintiff is coming to-morrow to be here for Friday.

His Lordship:—Try to arrange it amongst yourselves.

Mr. Slade:—It is impossible.

Sir Henry Berkeley:—He went away in December last year.

Mr. Slade:—The poor fellow may be dead.

Sir Henry Berkeley:—You cannot assume that he is dead.

Mr. Slade:—My lord, you will remember how they seized his property.

Sir Henry Berkeley:—What has that to do with it?

Mr. Slade:—They seized his property and an order was made for its immediate release. He was made quite well that the ordinance was going to be passed after the previous action and if he was going to run away he would have disposed of his property.

Sir Henry Berkeley:—He went before the ordinance was published. Some consent to take a minor profit on this cold hard cash these poor devils. Why should they? when you are developing Hongkong for us. If we don't want to be developed along just these lines, then all the worse for us.

You tell us the expense of living on the higher levels will be decreased by the building of a new tram line. Splendid. I have often noticed that the cheapest place in Hongkong to live is the Peak. Prices are only at least double what they were before the first tram was built. Now last "Gardener," think I am the man who is doubling the cost of bread. I haven't to assure him I don't mean any such thing, but what I do mean him to infer is, that taking away any part of the Public Gardens will not make living less on Conduit Road.

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HAROLD OSGOOD TAYLOR.

HONGKONG THIRTY YEARS AGO.

(Compiled from the CHINA MAIL.)

[Note.—We propose to publish, once a week, a series of articles under this title, compiled from the back files of the CHINA MAIL. Should these articles induce any old China hand to put his recollections of those days on paper we shall be most happy to print them.—Ed., C. M.]

LEGISLATIVE AFFAIRS.

On May 29th, 1879, H. R. the Governor Mr. Pope Kennedy, he not yet come to his knighthood) presided over a meeting of the Legislative Council, when Mr. M. S. Tonnochy took the oath as Colonial Treasurer and Mr. E. B. Gibb as an unofficial member. A very considerable discussion took place on the Merchant Shipping and Steamship Survey Ordinance, while there was read a second time a Bill to provide means for enforcing good order and discipline in the Police force employed in the Royal Naval Yard and other establishments of the Royal Navy in the Colony. H. R. the Governor laid on the table the report of the Commission appointed to enquire into the practice and procedure of the Supreme Court with regard to money and valuable securities lodged with the Court.

His Excellency also laid on the table the report of the medical committee appointed to investigate the physical effect of flogging the Chinese on the back and the mode of flogging in Hongkong jail. A lengthy discussion followed, the impression conveyed being that the Governor was opposed to the practice. A statement was made by His Excellency to the effect that there was a surplus of revenue over expenditure of \$37,114.40, the figures being—Revenue, \$947,537.72; expenditure, \$910,523.32.

HONGKONG BUSINESS EXCHANGE.

A lengthy account appears on May 28th of a meeting held in the Chamber of commerce relative to a suggested business exchange for Hongkong. The Hon. Mr. P. Ryrie was in the chair. It was reported that the sub-committee appointed to rent a suitable room for the purpose had rented the ground floor of the Marine House at a monthly rent of \$100 for six months with the option of continuing the lease if seen fit. A list of 57 names of firms and individuals willing to join the Exchange was presented and it was stated that when once started many more would come in, particularly the Chinese houses. The appointment of Mr. George was confirmed in the position of Secretary.

OFFICIALS AT VARIANCE.

Considerable prominence is given in the issue of May 31st to a statement to the effect that between the Acting Chief Justice (Mr. Snowden) and the then Governor (Mr. Kennedy) there was a "course of true official harmony" was running anything but smoothly. So much was this so that a statement of the unpleasant relations was sent home and Mr. Justice Snowden was sent wrong on the points which were stated in the official account laid before the Secretary of State to have led to the serious misunderstanding or "estrangement" between the Head of the Executive and the acting Head of the Judiciary. The outcome was that the Secretary of State gave his decision that Mr. Justice Snowden must apologise to the Governor; indeed, he was surprised that he had not already done so. Commenting on this the CHINA MAIL says:—"This decision is certainly surprising to us and will be equally surprising to those who have so long known and admired the amiability and inviolable gentlemanly and courteous bearing of our Fungate Judge."

A TRIPLE EXECUTION.

A lengthy and most detailed account is given of a triple execution which took place publicly at Victoria goal on May 28th, the victims being two Chinese and a Japanese, all sailors, convicted of murdering at sea the first and second mates of the British barque Kate Waters. In spite of the fact that the execution took place at the early hour of 5 o'clock in the morning, about 200 persons assembled in the compound of the station to gratify their morbid tastes. Apparently it was a horrible sight, especially as one of the men was not properly hung and struggled for several minutes after the drop.

PERSONAL.

On May 31st H. R. the Governor, Mrs. Kennedy and family left for Yokohama on a six weeks' holiday.

On May 29th Dr. E. J. Briel was entered on the rolls as a sworn interpreter to the Supreme Court and took the oath.

It was notified on the issue of May 30th that W. Bro. T. G. Linstead, Grand Master of the Hongkong Province of Freemasons, was compelled to leave the Colony owing to ill-health, and that Mr. C. P. Chater had been appointed in his place.

THE SAME OLD STORY.

It is interesting to read in a leading article in the CHINA MAIL dated May 28th the following sentences:—"If anything is calculated to impart a little consolation to those who grope about in the depressed condition of things commercial in Hongkong it is a visit to the 'Sleepy Hollow' of the East known as the Holy City of Mexico." The article continues in this vein and speaks of the place as possessing not a few characteristics of a city of the dead!

THE MOORE CENTENARY.

On May 28th the centenary of Thomas Moore, the Irish poet, was celebrated in the Colony by a garden fête given by H. R. the Governor, himself a native of the Emerald Isle. The grounds were most elaborately illuminated and the band of the 27th Regiment played selections.

EXCHANGE.

During the week-ended June 2nd the exchange value of the dollar, varied from 3/9 1/2 to 3/10.

AN AMERICAN NEWSPAPER MAN RECOMMENDS A WELL-KNOWN REMEDY.

NOT long since the following editorial appeared in the Center town, Missouri, U.S.A., Leader:—"The editor knows by personal experience that Chamberlain's Colic, Cholera and Diarrhoea Remedy will cure the following ailments:—'I have heard like testimonials from other reliable people in the community.' Everyone who has used this remedy has the same to say of it. For sale by all chemists and druggists."

LEARNING TO BE A CHRISTIAN.

A Japanese witness on being called to give evidence on an inquiry held at the Magistrate's, to-day, took the Bible in his hand for the purpose of being sworn.

The Coroner (Mr. J. H. Kemp)—Are you a Christian?

Witness—No, but I am learning the Bible.

The Coroner—What religion are you?

Witness—I am not yet a Christian; I am supposed to be; I am learning.

The Coroner—Do you wish to be sworn on the Bible?

Witness—Yes.

The witness then took the oath in the customary manner, by declaring that he would speak the truth and by kissing the Bible.

HONGKONG PHILHARMONIC SOCIETY.

The Hon. Mr. F. H. May, Colonial Secretary, presided at the annual meeting of the Hongkong Philharmonic Society, held at the City Hall on Tuesday evening.

The Chairman said that the Society had had a successful season and had been less interrupted than the previous season by dinner parties. They appreciated this attitude on the part of the public. Undoubtedly the most important work undertaken was "The Wreck of the Hesperus" for the success of which they were indebted to Mr. Denman Fuller for his labour in connection with the orchestration of the piece. The committee also wished to thank Mr. and Mrs. Grove, Mrs. E. G. Barrett, Miss Brotherton Barker and the Rev. M. Longbridge for their services. They were sorry, he added, to lose the services of their hardworking secretary and he was sure they would all join in extending their best thanks to him. The treasurer would have something to say on the accounts and he would content himself by remarking that they would doubtless have learned with satisfaction that they carried forward a balance of \$348 to begin the work of next season. He trusted that that season would be as prosperous as the last. (Applause.)

On the motion of Mr. Beavis, hon. treasurer, seconded by Commander Basil Taylor, R.N., the accounts were adopted.

The election of the committee resulted as follows:—Messrs F. C. Barlow, C. E. H. Beavis, R. T. D. Sayle, J. A. Young, W. L. Patterson and Rev. A. B. Thornhill; the appointment of secretary being left with the committee.

REPORT.

The committee of the Philharmonic Society have much pleasure in presenting the annual report for the season 1908-1909. The membership of the Society shows a gratifying increase over that of last season. We have the following additional Vice-Presidents:—Messrs E. H. Davis, F. B. L. Bowley, W. A. Dowley, Major General R. G. Broadwood, C.B., and the Hon. Mr. W. J. Gresson, whilst the number of ordinary members has increased from sixty-six in 1907-1908 to ninety-two in 1908-1909. This large increase is mainly due to the alteration in the rules, sanctioned by the extraordinary general meeting of November last, whereby ladies and gentlemen are permitted to join the society as subscribing members with all the privileges of vocal and instrumental members, except that of voting on any question under discussion at special or general meetings. During the past season, the Society gave two concerts as compared with only one in the previous year. The first concert was held in the George's Hall on Friday, January 8th, 1909, and the second on April 27th, 1909. Vincent's "Choral Fantasia" on "Old National Airs," by a chorus and orchestra of some eighty performers. In spite of the inclemency of the weather, the concert was well attended. The second concert took place on Tuesday, April 27th, 1909, and though, from an artistic point of view, it is admitted to have been in no way inferior to the former one, the audience was considerably less, due probably to the fact that the concert had to be given late in the evening.

Hamish MacLennan's Work "The Wreck of the Hesperus," by chorus and orchestra, was the main item at this concert, and the time and care necessary to produce a work of this nature rendered an earlier date for the concert impracticable. No orchestral piece of the work being available, the orchestration—no light task—was so ably undertaken by the conductor as to suggest the desirability of adopting this practice for the future, having regard to the expense of instruments. The task of orchestrating this work, which is nothing if not, descriptive, for the handful of performers available might have appalled a less capable musician than Mr. Denman Fuller but, in a few days, he produced a score, which gave the greatest satisfaction to all concerned, and which contributed in very great measure to the success of this item on the programme. The committee, have since gladly accepted the orchestral parts which Mr. Fuller has kindly lent to the society. The committee desire to express their most sincere thanks to all those members who took part in the concert, especially to Mr. and Mrs. F. Grove of Canton, Mrs. E. G. Barrett, and the Rev. M. Longbridge, &c. The society is also greatly indebted to Miss Brotherton Barker for the gifted manner in which she has acted as hon. accompanist to the society throughout the season. It is with regret that the committee have to announce that Mr. Goldthorpe is leaving the Colony and thus will no longer be able to carry on the duties of hon. secretary. His untiring and painstaking performance of such duties calls for the emphatic appreciation of the Society. As in previous years, the expenses connected with both concerts exceeded the receipts, the deficit in each case being met from the subscriptions of the general fund. The Society is, however, to be congratulated on possessing, after paying all expenses, a balance of \$348.54 to be carried forward to the account for next season, when it is hoped that members will again cordially support the society in its efforts to promote music of a high standard in Hongkong.

GET IT TO-DAY.

Do not neglect your family. Chamberlain's Colic, Cholera and Diarrhoea Remedy is sure to be needed when least expected. It costs but a small amount and keeps this medicine always on hand and it is economy in the end. For sale by all chemists and druggists.

3 Apollo

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New Novels:
The Old Man in the Corner, by Baroness Dunsany.
The Road to No Return, by A. C. Inchbold.
Rose of the Wilderness, by S. R. Crockett.
Within Four Walls, by J. L. Blundell-Burton.
Underground, by John K. Leys.
Mrs. Watson's House Party, by Mrs. Cobb.
When a Woman Wrote, by Mrs. Marriott.
The Three Brothers, by E. J. Phillips.
A False Position, by Mrs. Ballie Reynolds.
The Love Story of St. Bel, by Bernard Capes.
The Burden, by C. A. Dawson-Scott.
The Dream and the Woman, by Tom Gallen.
The Love that Kills, by C. Stanton and H. Hosken.
The Guest at Quenney, by Booth Tarkington.
An Unpleasant Situation, by Frank Dugby.
Maurice Guest, by Henry Handel Richardson.
Queen Kate, by Charles Gurnie.
Salome and the Head, by E. Nesbit.
The Mystery of the Myrtille, by Edgar Jepson.
The Thunder of the Hoofs, by Wm. E. Lang.
The Gifted Family, by Betty Pain.
A Castle of Dreams, by Nella Syrett.
Green Ginger, by Arthur Morrison.
The Royal End, by Henry Harland.
Katherine the Arrogant, by B. M. Croker.

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DAY & NIGHT TELEPHONE: 492.

LORD KITCHENER'S VISIT TO JAPAN.

Lord Kitchener, when he relinquishes the command of the Army in India, will make an extended tour in China, Japan, and Canada. Brigadier-General J. S. Cowans, commanding the Presidency Brigade, is proceeding Lord Kitchener to China, Japan, and Canada. The manoeuvres which Lord Kitchener will witness in Kinshu, Japan, consist of operations in which four army corps, numbering 80,000 men, will take part. The army corps to be employed are the 5th, 12th, 17th, and 18th Cavalry manoeuvres for three brigades will precede the imperial manoeuvres and take place in Northern Japan at the end of October, with Morioka as a centre. Two experimental batteries of horse artillery are to be formed for the cavalry manoeuvres, the use of these units having been demonstrated in the Russo-Japanese war. By the time the Imperial manoeuvres take place, the seven additional divisions raised since the war will be effective, as well as two new cavalry brigades. These additions will form an object of great interest to Lord Kitchener.

At the half-yearly meeting of the Nippon Yusen Kaisha, on May 26, a dividend of 10 per cent. per annum was declared, and yen 190,643 was carried forward.

H. K. Ch'en Hsun, Charge d'Affaires at the Legation, has informed the Chinese Government that the Balkan crisis is calming down, and serious developments may take place in the Far East, so that he would warn the Government to be prepared.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1909.
SUVERIO	6232	W. Shotton	3rd June.
OGIBANO	4687	F. W. Davis	1st July.
KUMERIC	6232	J. Mathie	28th July.
ATYMERIO	4263	J. Boyd	28th August.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

Dodwell & Co., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS.

TEHUANTEPEC ROUTE

MEXICAN ORIENTAL STEAMSHIP LINE, LIMITED.

Taking cargo under through Bills of Lading to points in Mexico, also to North and South American Ports and Cuba.

The S.S. MONTROSE, 4457 tons, Capt. Glegg, will be despatched from HONGKONG to SALINA CRUZ, (via Japan), on or about 10th June.

For Freight and Passage, apply to DODWELL & CO., LTD., Managing Agents.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST. FOR NEW YORK:

S.S. PATHAN About 22nd June. FOR FREIGHT & FURTHER PARTICULARS, APPLY DODWELL & CO., LTD., Agents.

THE UNITED ASBESTOS ORIENTAL AGENCY, LD.

SOLE AGENTS FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON, (Patents of the Asbestos trade).

ALEXANDER, FERGUSON & CO., LD., GLASGOW (Color Paints, Oils, Varnishes, &c.)
BROMELL PATENTS CO., LD., LIVERPOOL.
THE UNITED FLEXIBLE METALLIC TUBING CO., LD.
THE 'EUREKA' ANTIPOULING COMPOSITIONS CO., LD.
BRITISH BOILER CLEANING & ENAMELLING CO., LD.
'CAURICEDALE' ANTI-FRICTION PLASTIC METAL.
'RUBEROID' ROOFINGS.
ASPHALT'S SANALINE GLOSS.
DODWELL & CO., LD., General Managers, 2, Queen's Buildings.

UNDERWOOD TYPEWRITERS.

The Underwood Machine is the best in the market and has been awarded the grand prize at St. Louis Exposition. ITS WRITING IS ALWAYS IN SIGHT.

It is speedy and durable. It has a UNIVERSAL KEYBOARD and it is an excellent manipulator. For further particulars and prices apply to—

DODWELL & COMPANY LTD., AGENTS, HONGKONG & CHINA.

HORNSBY STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN OVER 11,000 IN DAILY USE.

THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANKLIN LONDON EXHIBITION, 1905, AND THE WINNERS EXHIBITION, CANADA.

HORNSBY OIL ENGINES.

Awarded the £1,000 Prize offered by the War Office for the Best Military Tractor, together with £180 BONUS for exceeding the requirements of the conditions by 45 PER CENT.

PILE DRIVERS AND HOISTING ENGINES

made by the LIDGERWOOD MANFG. CO.

PUMPS

Various makes in stock, including TANGYE & WORTHINGTON.

AGENTS FOR THE EXPANDED METAL CO., LTD.

EXPANDED METAL FOR RE-INFORCED CONCRETE. THE BRITISH URALITE CO., (1908), LTD. URALITE FIRE-PROOF BUILDING MATERIAL.

GENERAL ELECTRIC CO. FRANCIS WEBSTER & SONS

(of New York). Electrical Plant and Appliances. FAIRBANKS, MORSE & CO. All kinds of Machinery and Engineering Supplies.

CONSOLIDATED PNEUMATIC TOOL CO., LTD.

Pneumatic Tools and Air Compressors for working on Iron, Wood or Rock. W. E. HAIGH & CO., LTD. Saw Mill Machinery. DUGGAN, NEEL & McCOLM, LD. Paints, Oils, Varnishes, &c., and Various other Manufacturers.

Quotations for any description of Machinery or Engineering Plant on application to DODWELL & Co., Ltd., MACHINERY DEPT.

KITSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil. DODWELL & CO., LTD., Sole Agents.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	VESSELS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE (SIMLA)	DEVANHA	About 3rd	Freight and Passengers
AND YOKOHAMA	(Capt. G. D. Goldsmith, R.N.R.)	June, 1909.	Passage.
SHANGHAI	DEVANHA	About 10th	Freight and Passengers
	(Capt. W. Hayward, R.N.R.)	June, 1909.	Passage.
LONDON, via Suez Port	DELHI	12th	See Special
	(Capt. G. W. Gordon, R.N.R.)	June, 1909.	Advertisement
LONDON & ANTWERP	POONA	About 18th	Freight only
via Suez, Pango, Cebu, Port Said & Marseilles	(Capt. A. F. Vint, R.N.R.)	June	

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

From Hongkong:	From Quebec:
EMPEROR OF JAPAN	ALLAN LINE
SATURDAY, JUNE 12th	FRIDAY, JULY 9
EMPEROR OF CHINA	EMPEROR OF IRELAND
SATURDAY, JULY 3rd	FRIDAY, JULY 30
MONTEAGLE	
WEDNESDAY, JULY 14th	
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, JULY 24th	FRIDAY, AUG. 20

Empress Steamships leave Hongkong at 8 P.M. and "Monteagle" at 12 Noon. Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$27.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed "Intermediate") the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
HEINRIK IBSEN	4678		About June 20th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMSHIP	CAPTAIN	TO SAIL ON
SHANGHAI, KOBE AND YOKOHAMA	TOURANE	LANGLIN	June 7, p.m.
MARSEILLES, via Port-au-Prince, POLYNESIAN		Broc	June 8, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEHIC	GUYONNET	June 21, p.m.
MARSEILLES, via Port-au-Prince, SYDNEY		RENAULT	June 22, at 1 p.m.

TRANSFERRING on the Co.'s Steamers at SINGAPORE for BATAVIA, a COLOMBO for Ceylon, and BOMBAY and ADELPHI, at PORT SAID for the LEVANT, COASTAL, and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Africa, India, Oceania, Port-au-Prince, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG.

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Bremen, Hamburg & Rdam
S.S. BRASILIA	S.S. SUEVA
22nd June	11th June
S.S. SEGOVIA	S.S. BENIGAMIA
22nd June	17th June
S.S. C. FERD. LAEISZ	For Marseilles, Bremen & Hamburg
26th June	S.S. SOA DIA
S.S. SLAVONIA	1st July
10th July	For Marseilles, Havre & Hamburg
S.S. ANTONIO	S.S. SUEVA
10th July	2nd July
	For Bremen, Hamburg & Rdam
	S.S. SUEVA
	11th July

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

Hongkong, May 29, 1909.

Shipping.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	TONS	SAILING DATE	TIME
ASIA	9,500	FRIDAY	4th June, at Noon
MONGOLIA	27,000	TUESDAY	15th June, at Noon
TENYO MARU	21,000	SATURDAY	19th June, at Noon
KOREA	18,000	TUESDAY	23rd June, at Noon
NIPPON MARU	11,000	SATURDAY	10th July, at Noon
SIBERIA	18,000	TUESDAY	17th July, at Noon
CHINA	10,200	SATURDAY	31st July, at Noon
MANCHURIA	27,000	TUESDAY	7th Aug., at Noon
CHIYO MARU	21,000	SATURDAY	7th Aug., at Noon

The S.S. ASIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on FRIDAY, June 4th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Asia 9,500 .. FRIDAY, 4th June, at Noon.

China 10,200 .. TUESDAY, 27th July, at Noon.

Hongkong to London, via Canadian Atlantic Ports £23.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passengers and Freight, apply to the Agency of the Companies, Kuo's Buildings (opposite Blake Pier).

S. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMSHIP	SAILING DATE	1909.
MARSEILLES, LONDON	WAKASA MARU	WEDNESDAY, 9th	June, at Daylight.
AND ANTWERP	Capt. N. Nielsen, Tons 6500		
SINGAPORE, PENANG, COLOMBO AND PORT SAID	SADU MARU	WEDNESDAY, 23rd	June, at Daylight.
	Capt. Geo. Anderson, Tons 6500		
VICTORIA, B.C. & SEATTLE	TOSA MARU	TUESDAY, 8th	June, at 4 p.m.
via KURELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA	Capt. T. Harrison, Tons 6000		
	* SHINANO MARU	TUESDAY, 22nd	June, at 4 p.m.
	Capt. K. Kawara, Tons 6500		
SYDNEY and MELBOURNE	NIRKO MARU	FRIDAY, 11th	June, at Noon.
via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	Capt. M. Yagi, Tons 6000		
BOMBAY, via SINGAPORE, and COLOMBO	KUMANO MARU	FRIDAY, 8th	July, at Noon.
	Capt. N. Matsumoto, Tons 6000		
SHANGHAI, MOJI and KOBE	* MOTORE MARU	THURSDAY, 3rd	June, at Noon.
	Capt. J. C. Richards, Tons 4500		
KOBE and YOKOHAMA	COLOMBO MARU	TUESDAY, 8th	June, at Noon.
	Capt. M. Wincker, Tons 5000		
NAGASAKI, MOJI, KOBE and YOKOHAMA	SANUKI MARU	FRIDAY, 11th	June, at 5 p.m.
	Capt. E. Homma, Tons 6500		
	* MISHIMA MARU	FRIDAY, 18th	June, at Noon.
	Capt. A. E. Moore, Tons 9000		

* Omitting Shanghai.

* Fitted with new system of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO, Manager.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS EUROPEAN LINE.

FOR GEN. A. MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 8000-Tons Passenger Steamers will be despatched from Hongkong as follows:

Hirano Maru (Capt. H. Frazier) About Wed., 30th June.

Kamo Maru (Capt. F. L. Sommer) About Wed., 23rd July.

Mishima Maru (Capt. A. E. Moore) About Wed., 23rd Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars, apply to

NIPPON YUSEN KAISHA

Hongkong, December 30, 1908.

MIYASAKI & CO.

COAL MERCHANTS.

HEAD OFFICE: SAKATSUMI, KOREA, JAPAN.

BRANCH: NIPPON YUSEN KAISHA, JAPAN AND HONGKONG.

CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shanghai Branch.

TUTAKI, applying to Hongkong Branch.

A. B. C. FOR ENGLISH USE.

The Head and Branch Offices will receive any Order for

JAPAN COALS

Y. KUBO, Manager, Hongkong.

4th Floor, No. 2 CONNAUGHT ROAD.

Telephone 734.

PRATAH ISLAND.

Attitude of the Japanese Government.

We read in the Jiji Shampo, writes the

Japan Mail, what is evidently an authentic

version of the Japanese Government's

attitude towards the affair of Tungsha.

Japan was not at all disposed from the

outset to raise any question about the

ownership of such a petty speck of territory

in mid-ocean. She had no inclination

to claim it for herself, and the idea of

allowing such a trifling matter to disturb

her relations with her neighbour never

for a moment found favour in her eyes.

She did not even ask that China should

produce conclusive proof of ownership. Even

in the case of a Power with the best

archives in the world, it might be

difficult to marshal valid evidences as to the

connection between the home country and

all its outlying portions. Tokyo was there-

fore prepared to recognize any claim ad-

vanced by China, provided that it possessed

semblance of validity. In response, how-

ever, to this liberal attitude, Japan asked

that China should lay aside her suspicious

with regard to the motive of Mr. Nishizawa's

enterprise. Mr. Nishizawa and his party

had exploited Pratah Island in the hope of

pursuit of commercial profit, and it was only

fair that their undertaking should be

recognized as legitimate, seeing that the

island had lain uninhabited from the

earliest times, that it was not under the

effective jurisdiction of any State, that it

had never been supposed to possess any

resources worth developing. Mr. Nishizawa

ought therefore to be allowed to continue

his enterprise without interruption, or

should be reasonably compensated for

surrounding it in favour of the Chinese

Company. Such was the moderate and

fair attitude assumed by Japan from the

outset. On the other hand, Victory

Chang and the publicists of Canton had

insisted that Nishizawa's enterprise was

deliberately planned in the interests of

aggression, and instead of agreeing that

Nishizawa's position had a claim to consid-

eration, they declared that he ought to be

severely mulcted for lawless trespass. In

these circumstances nothing remained for

Japan except to revert to the question of

ownership. If China will not accept his

claim with a small responsibility attached,

she must prove her right to its possession.

Therefore the question is farther than ever

from being disposed of.

Hotels.

BELLE VIEW HOTEL.

AN IDEAL SUMMER RESORT.

SHADY GARDENS AND FINE HARBOUR VIEW.

VISITORS to the Colony should not fail to pay us a visit.

MEALS A LA CARTE SERVED AT ALL HOURS.

ONLY FIRST-CLASS WINES & SPIRITS SERVED.

Hongkong, April 30, 1909. 564

KING'S HOTEL.

WEI-HAI-WEI.

THIS First-Class Hotel is now under new

Management and has recently been

thoroughly renovated. It contains spa-

cious reception, bed, and billiard rooms;

and is very well situated on high ground and

commanding a fine view of the Harbour and

surrounding Country, and is fitted through-

out with Electric Light. Hot and Cold

Water laid on. Terms moderate. For

further particulars apply to

DUNCAN CLARK, Manager.

Wei-Hai-Wei.

January 14, 1909. 70

KING EDWARD HOTEL.

HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due at Marseilles (Brindisi 1 day later)	Due at Plymouth (London 1 day later)
DELHI	June 12	MOOLTAN	July 10	July 16
DEVANHA	June 26	CHINA	July 24	July 30
ASSAYE	July 7	MAHENDRA	Aug. 5	Aug. 11
DELTA	July 24	MOLDAVIA	Aug. 21	Aug. 27
DELTA	Aug. 7	MANTUA	Sept. 4	Sept. 10
GALEONIA	Aug. 21	MONGOLIA	Sept. 18	Sept. 24
DEVANHA	Sept. 4	MARMOBA	Oct. 2	Oct. 8
ASSAYE	Sept. 18	MOBEA	Oct. 16	Oct. 22
DELTA	Oct. 3	MOOLTAN	Oct. 29	Nov. 4

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong or at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave to HONGKONG	Due at HONGKONG
POONA	June 13	about 18
WANDER	June 20	about 25
DELTA	June 27	about 32
MAHIA	July 4	about 39
SARDINIA	July 11	about 46
SYRIA	July 18	about 53
SUMATRA	July 25	about 60

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWITT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

MAIL TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	Arrive HONGKONG FROM AUSTRALIA	Leave HONGKONG FOR AUSTRALIA
EMPIRE	May 31	23rd June, at Noon
EASTERN	June 28	21st July, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light-Perfect Cuisine-Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
SAFRO	2540	R. Rodgers	Manila	Saturday, June 6, at Noon
RUBI	2540	R. W. Almond	Manila	June 12, at Noon

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.

(WHEN LADDERY TO CALL AT THE MALABAR COAST).



STEAMSHIP
INDRANI
To sail on
18th June, 1909.

To be followed by

ST. PATRICK
About 18th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 24, 1909.

Shipping.

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE

REGULAR SERVICE, Connecting at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Prep. red sailings from HONGKONG for TACOMA, via Shanghai and Japan.

(Intermediate Ports of call: Regular—Shanghai, Moji, Kobe and Yokohama. Occasional—Manila, Keelung, Yokohama, Seattle and Victoria, B.C.)

(Subject to Alteration)

Newly built Steamers Tons Captain Sailing Date.

TACOMA MARU 6,178 (gross reg.) on Saturday, 3rd July.

SEATTLE MARU (already launched) and 4 other new sister ships to follow.

The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards express connection. Superior accommodation for average passengers situated amidships, and a limited number of Cabin passengers carried at low rates.

Electric Lighted and Steam heated.

For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 1, 1909.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP FOR

HAIKUN, SWATOW, AMOY & FOCHOOW, FRIDAY, 4th June, at 1 p.m.

HAIKUN, SWATOW, AMOY & FOCHOOW, SUNDAY, 6th June, at Noon.

HAIKUN, SWATOW, AMOY & FOCHOOW, TUESDAY, 8th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN L.I.J.N. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TUJODAS	JAPAN	First half of June	JAVA	First half of June
TUJATAP	JAVA	Do	SHANGHAI	Do
TUJIWONG	JAVA	Do	JAPAN	Do
TUJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TUJIKINI	JAVA	Do	JAPAN	Do
TUJIMAH	JAVA	First half of July	SHANGHAI	First half of July

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

YOKO BUILDINGS, 1st Floor. TELEPHONE No. 575.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Bangkok, Madras and Mauritius.

THE Steamship GREGORY APCAR.

Captain S. H. BRISAN, will be despatched for the above Ports on SATURDAY, the 3rd June, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, June 1, 1909.

719

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

The Steamship DENBIGHSHIRE.

Captain W. BAKER, will be despatched as above on or about 12th June.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 29, 1909.

683

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call on route thus affording a fast regular cargo-haul service from China and Japan to San Francisco.

The 8,000 Tons. AMERICAL FOURCROIX.

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July.

For further particulars, apply to

MESSAGIERES MARITIMES, Agents at Hongkong.

Hongkong, April 14, 1909.

617

Shipping.

COMPAGNIE DES MESSENGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TOURANE.

Captain LAUREN, will be despatched for the above ports on or about MONDAY, the 7th June.

P. DE CHATELAIN, Agent.

Hongkong, June 1, 1909.

735



FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, ELYMOUTH

AND LONDON.

Through Bills of Lading issued for BATAVIA, PRESIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship DELEI, Captain G. W. Gordon, R.M.S., carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., with Passengers and Mails, on SATURDAY, the 13th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan, 10,000 tons, from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 25th July, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, May 29, 1909.

715

SHIRE LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship SEIGURA.

Captain HAYES, will be despatched as above on or about 3rd June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with electric light and carries a doctor and stewardess.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, May 29, 1909.

697

Notice to Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES OF Cargo per Steamship MONGOLIA.

The above-named steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Cargo remaining on board after FRIDAY, June 4th, 1909, at 5 p.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All cargo undelivered TUESDAY, June 8th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown MONDAY, June 7th, 1909, at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, June 1, 1909.

729

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES OF Cargo, by the above-named Vessel are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1909.

689

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Co.'s Steamship Kowloon Maru, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1909.

689

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Co.'s Steamship Kowloon Maru, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1909.

689

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Co.'s Steamship Kowloon Maru, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st June, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 28, 1909.

689

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIRIN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (3,877 tons each) as follows:-

NORTH-BOUND.

Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday
Arrive—Dairen	Sunday	Monday or Tuesday
Ar. —Mukden	11 a.m.	8.50 p.m.
Ar. —Changchun	3.15 p.m.	1.15 p.m.
Ar. —Harbin (Russian Train)	5 a.m.	3 a.m.
Ar. —Shanghai	8.55 a.m.	8 p.m.

Connecting at Harbin with

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Thursday	Friday
Arrive—Changchun	6 p.m.	2 p.m.
Ar. —Mukden	2.10 a.m.	Wednesday
Ar. —Dairen	2.30 a.m.	Friday
Ar. —Shanghai	afternoon	Sunday

* Russian Train time is 25 minutes earlier than S.M.R. time.

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Newchwang Depots.

SOUTH MANCHURIA RAILWAY COMPANY, Dairen.

Tel. Add.: 'Mantatsu' Codes: A.B.C. 5th Ed., A1 & Lieber's.

Notices to Consignees.

FROM EUROPE.

THE H.A.L. Steamship ISTRIA.

Captain FORD, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th of June, at 3.30 a.m.

All Claims must be made up before the 4th of June, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Undersigned.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, May 28, 1909.

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